

SETTLING IN CANADA

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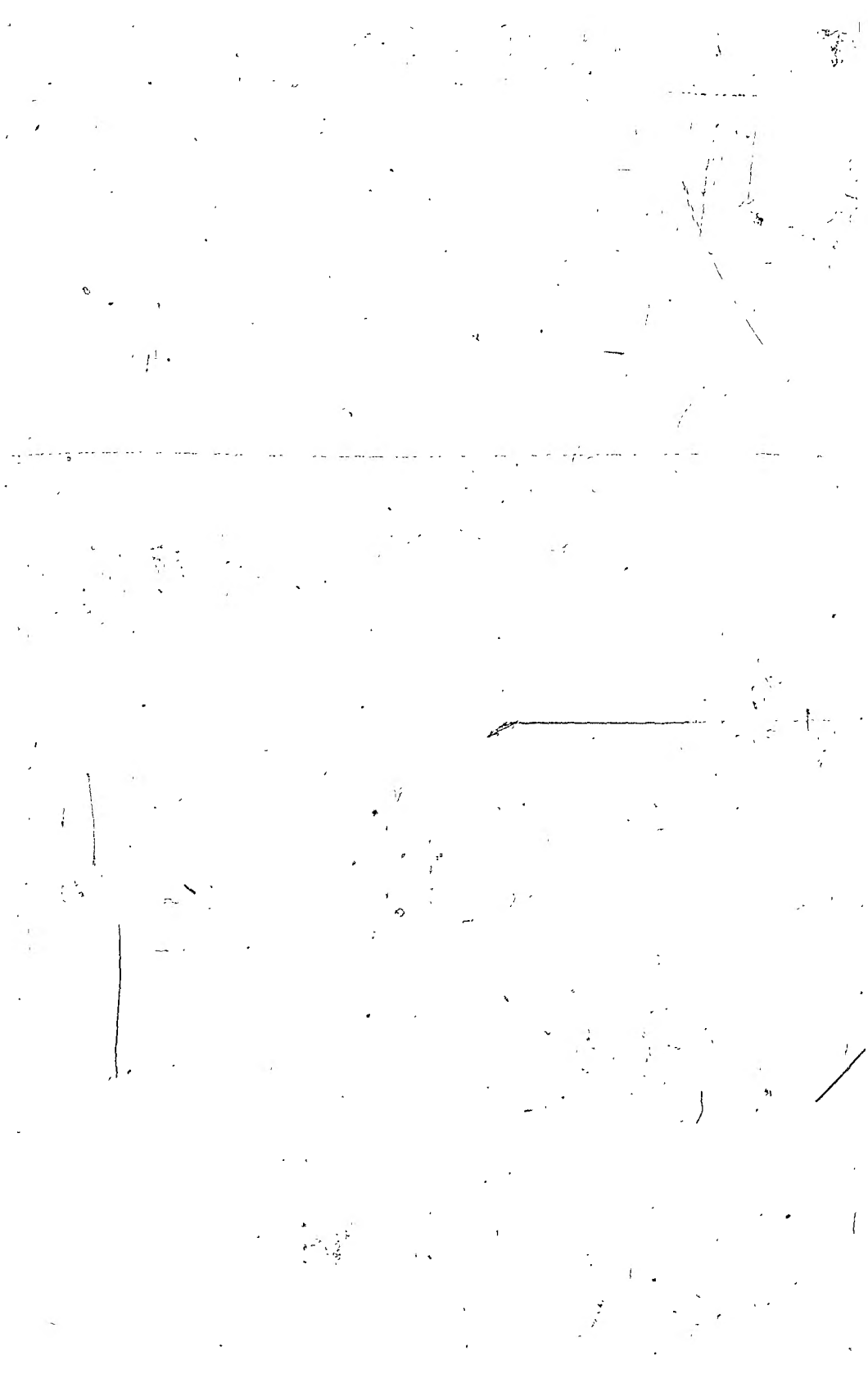
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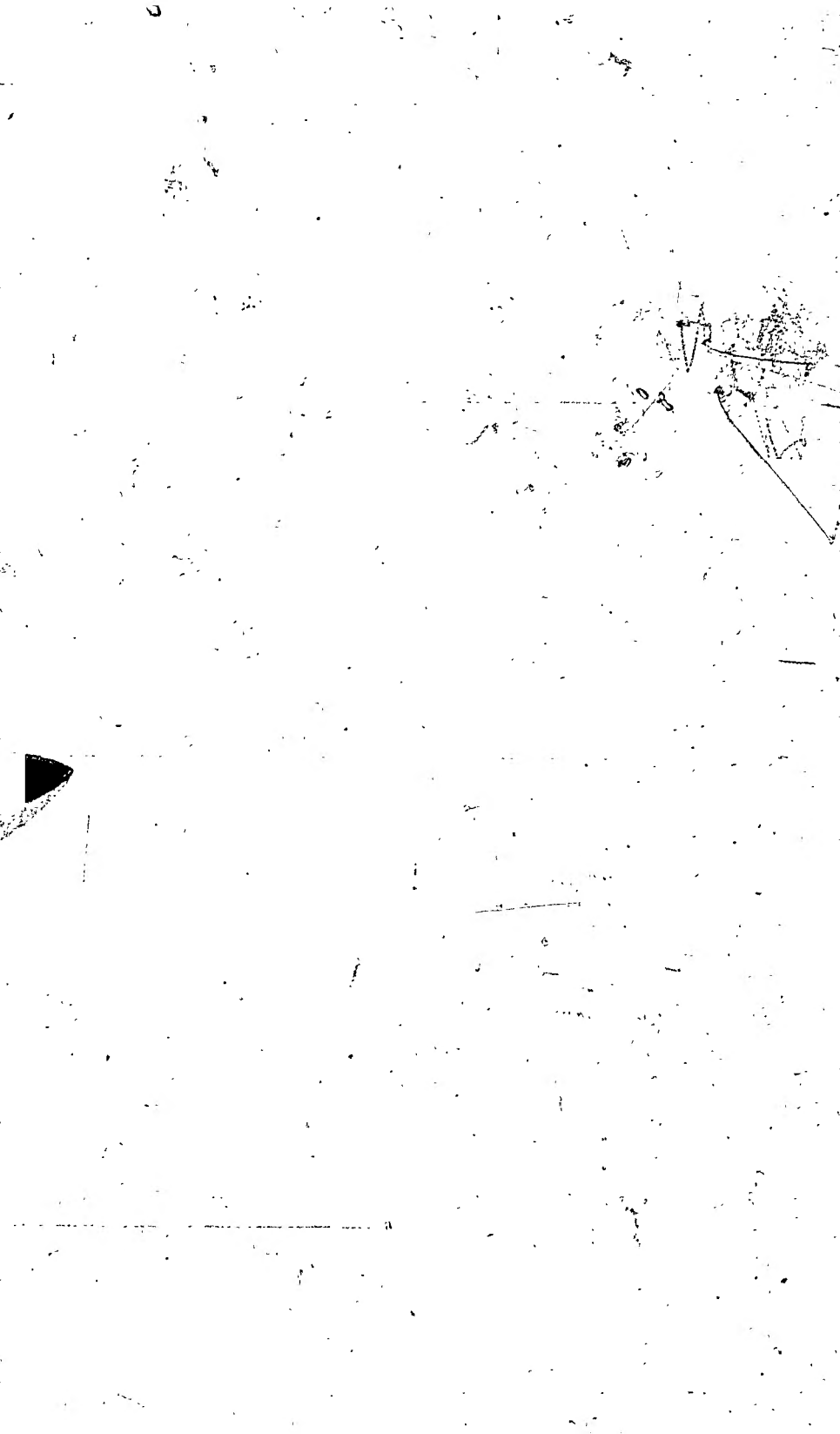
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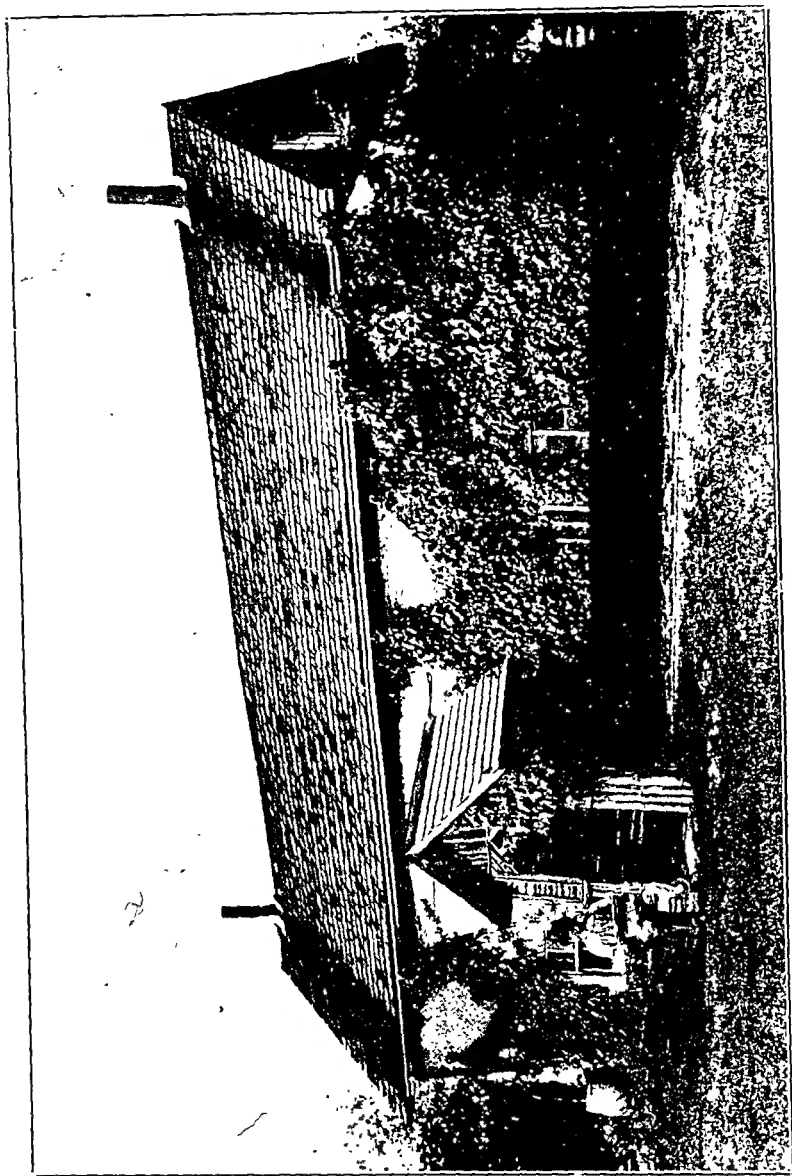
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SETTLING IN CANADA



A Pioneer's Home, Prince Albert, Saskatchewan.

SETTLING IN CANADA

By

EDWARD W. WATT,

Joint Manager, Aberdeen Newspapers, Ltd.

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PREFACE.

DURING the summer of this year a small party, representing Scottish newspapers, made a tour of Canada in order to obtain first-hand impressions of the emigration situation, particularly as affecting Scotland. In the following pages a series of articles on the tour, contributed to the *Aberdeen Press and Journal*, is reprinted, and also an address delivered to the Aberdeen and Dundee Rotary Clubs, and a short article on "Rotary in Canada" which appeared in *The Bon-Accord Rotarian*. For the illustrations I am indebted to the Canadian National Railways and to Mr. W. G. Duncan (a "Moray loon") of the Land Settlement Board, Prince Albert, Saskatchewan. The special thanks of the party are due to the officials of the Canadian National Railways, from Sir Henry Thornton and Mr. W. Doig Robb downwards, for the admirable arrangements that were made for the tour.

E. W. W.

20 Broad Street,
Aberdeen, December 31, 1924.



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Settling in Canada.

I.—The Dominion's Needs.



ONE often envies the Canadian-born—even one's own children—their fortune in being natives of this land." So writes the author of a most interesting railway autobiography just published at Toronto. "But occasionally," he continues, "one meets Canadians whose envies are of the reverse order. They say that it must be fine to have spent a youth amidst the historical treasures of the Old Lands; and fine also to have had the experience of finding in Canada an entirely New Land—to have chosen it for oneself, and to have had so much direct control over one's own destiny; and the destinies of one's offspring, to remote generations. Immigration is a romance of the commonplace, perhaps; though there isn't much glamour in the outlook of a poor wight who has left all his kindred, is facing an unknown country, and is finding the ocean a bottomless woe, on which nothing stays where it is put." Immigration is still the great problem of Canada. A vast territory, bigger than the whole of the United States, including Alaska, has a smaller population than resides within a few miles of Charing Cross. This territory is undeniably rich. Its agricultural possibilities have been proved, but they have only begun to be developed. It has great mineral wealth, including the world's biggest coal reserves. It is rich in timber and in fisheries, and in its water power it has stores of energy which are capable of meeting the needs of a population many times greater than its present number. This, indeed, has been well named "The Land of Opportunity," and it still offers the "romance of the commonplace," referred to by the writer just quoted.

IMMIGRATION CHECKED.

Canada, like the rest of the world, is suffering from the effects of the war. There has been a check to immigration. In the big cities one hears tales of unemployment and sees its unmistakable signs. Last July the Mayor of Toronto had to address several hundred seekers after work from the steps of the City Hall, and explain that a certain big public improvement which had just been sanctioned by Parliament could not be started right away. In August, according to an official of the Government Employment Bureau, 6000 Vancouver citizens were unemployed. In Winnipeg one could see gatherings outside the Labour Office very reminiscent of similar gatherings in Market Street, Aberdeen, and even the prosperous mining town of Timmins, which has developed in a surprising manner since I saw it four years ago, had in July, according to one of the local papers, about 200 unemployed. Evidence of this sort can be found in many parts of the Dominion. Disillusioned immigrants are to be met with on the east-bound steamers, and the stories that were told in Scotland last year by returned harvesters were not the kind of stories to encourage others to try their fortune in Canada.

EXAMINING THE SITUATION.

The general position in the Dominion has been taken into serious consideration by various authorities there. They know that only part of the story has been told, and that it has a bright as well as a dark side. The Colonisation and Development Department of the Canadian National Railways has been conducting an emigration campaign in Scotland, and in connection with this, Mr. George Adam, a Falkirk man, who until recently was minister of one of the leading churches in Montreal, has been addressing audiences in various parts of the country. As the result of his experience, the C.N.R. resolved to invite representatives of Scottish newspapers to visit the Dominion and see for themselves what is the actual state of matters. In what follows will be set down the impressions derived during a tour in July and August, 1924, which extended from Quebec to Vancouver and also embraced the Maritime Provinces.

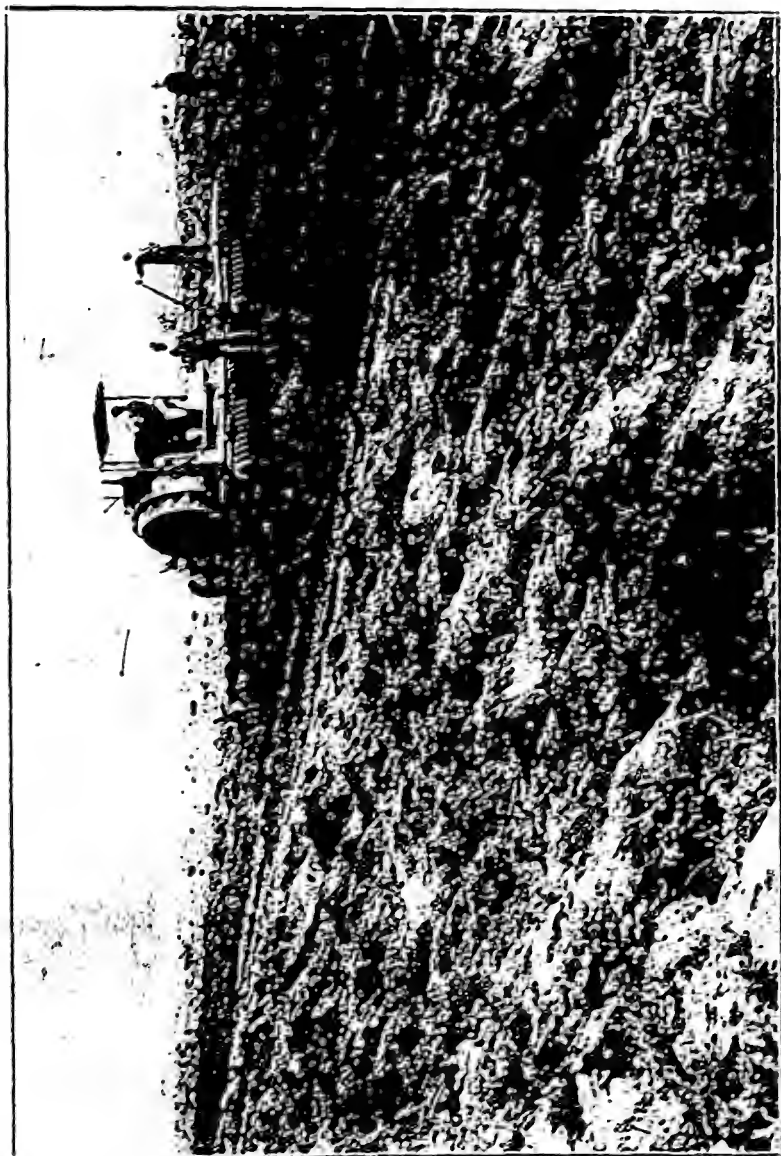
GROWTH OF THE C.N.R.

Canada is well supplied with railways, and they have done a great work in opening up the country. They are ahead of the needs of the country. "That there was calamitous overbuilding of Canadian railways," says the writer already quoted, "nobody will deny." But the railways are there, and they have to make the best of the situation. They do not deny that they are vitally interested in the immigration question. Traffic depends on population, and if building is ahead of population, long unremunerative hauls have to be reckoned with. Out of the difficulties in which several lines were involved before the war, and which were accentuated by war conditions, was born the first Canadian National Railways system. This, the longest single railway system in the world, operates 22,000 miles of track. It is the property of the Canadian people, and it is interesting to note how its owners regard it. Some of them, especially in the East, are not very friendly; others are anxious to see it succeed. It is undoubtedly making great progress under the presidency of Sir Henry Thornton, who, in the words of one of his colleagues, "is gradually gaining the confidence of the Canadian people, who appreciate his organising ability and his genial character." Sir Henry himself is quite frank about his position. At a social gathering at Vancouver we heard him pay a warm tribute to the great sister corporation, the Canadian Pacific Railway. "The time should come," he said on another occasion, "when all political parties should feel that they have a direct interest in the railway. The railway belongs to no political party, and one way to keep the railway from being used in politics is to give proper representation to all political parties, with men of outstanding business ability representing each political group." Last year the C.N.R. showed a surplus on operating, and this year the president hopes to see that surplus increased. It is to be noted, however, that the whole of the profit last year was made on 5000 miles. There was a loss on the remaining 17,000 miles. How is that loss to be avoided or turned into a profit? The obvious answer is, when there are settlers to create the necessary traffic. Both railways and settlers will benefit.

II.—Welcoming the New-comer.

Mr. Bracken, the Premier of Manitoba, speaking at a welcome luncheon to our party at Winnipeg, said that that city is a distributing centre for the great agricultural area that stretches for a thousand miles to the west. "I am sure," he added, "you will see sufficient in the other Provinces, as well as in Manitoba, to encourage people from your land who have been, and are now, our best settlers, to come over in ever-increasing numbers." He went on to pay a warm compliment to the Canadian National Railways for the work they were doing in bringing Scottish immigrants to Western Canada at this time. At Winnipeg, as at some other centres, we saw something of the way in which newcomers are welcomed. Much depends on first impressions, and the right note of welcome means a great deal to the stranger in a strange land, where he hopes to make his home. It was gratifying to note that the importance of this aspect of the immigration question is being appreciated not only in official quarters but by the churches and by voluntary associations like the Canadian Red Cross and the British Welcome and Welfare League.

At Winnipeg, for example, the C.N.R. work in conjunction with the Immigration Department. The staff have applications for individuals from farmers or for batches from Boards of Trade (*i.e.*, Chambers of Commerce), each acting for its district. It has never happened here, we are assured, that the number of immigrants who want to go on the land has exceeded the number of available openings. New-comers, the time of whose arrival has been notified to the railway staff, are met at the station and taken to a large, well-lighted reception room. Here their cases are inquired into, and, until arrangements can be completed, they are either drafted to selected hotels or taken to the Immigration Hall. Meantime, the prospective employer is notified (usually by telephone), the engagement is confirmed, and arrangements are made for the man to be met at his destination. He is then seen into his train, and precautions are taken to prevent his falling into



Discing at Bowman, Manitoba.

W. L. G. H.
1880

W. L. G. H.
1880

the hands of the crook fraternity who, in Canada as elsewhere, are ready enough to dupe the innocent abroad.

A British family, arriving together, are always advised to go to a hotel till the preliminaries are completed. Very few farmers are prepared to take wives and children, and it is better, in the long run, for a man to leave his wife and family behind for some months until he can find a location for them. They can then join him with the certainty of stepping straight into a suitable home. There are, of course, obvious disadvantages about this from the domestic point of view, but, at Winnipeg at any rate, the opinion is that the temporary inconvenience is worth enduring for the sake of getting properly settled on arrival.

W. C. G. L. H. J. 1.2

NATURALISATION.

The welcome work which is done by unofficial organisations is of great use to the immigrant, and is usually, I think, fully appreciated. It has been criticised, in some cases, on the ground that it is not adequately followed up, but the critics, so far as I could learn, were not very clear as to what exactly they wanted done. In regard to the foreign immigrant, a well-known newspaper in the West has urged that special attention should be given to naturalisation. This is one of Canada's greatest problems. How is she to "Canadianise" the foreign element that forms so large a proportion of her new population?

Naturalisation should be taken seriously by those who are to be given the full status of citizenship, and it has been suggested that there should be some sort of celebration in the community when a group of citizens have been naturalised, so as to impress the significance of the step that has been taken and encourage others to do likewise. Canadianisation, I was assured, is going on all right, "especially if priests and politicians leave the immigrants alone." Certain nationalities — Danes, Swedes, Norwegians, and Dutch — merge easily. The Slavonic tribes are different, because there is the bar of religion, but the language question helps. My informant was confident that the West would be an English-speaking country, as the foreign immigrant could not venture

*with whom
contracted
H. J.*

out of his own settlement without English; but whether it would be Nordic is another question. The difficulty is to select the right man. Worthless people can show extraordinary ingenuity. The town-dweller need not despair of making good on the land in Canada. If he is of fairly strong physique and reasonably intelligent, and if he makes up his mind to work for a year or two on the land, then he has as good a chance as a man from the country. Too much stress cannot be laid on the fact that the will to work is essential. The absence of this accounted for the failure of some of the harvesters last year. Nobody will pick up dollars on the prairie without working for them.

RED CROSS ACTIVITY.

I had an opportunity of seeing at Halifax how the Canadian Red Cross carries on its work. A ship from the Baltic had just come in with about 250 Lithuanian immigrants. They were mostly men, and looked a sturdy, well-set-up lot, eminently suitable for creating homes in the West. They were landed at the spacious immigration buildings, where they were quickly put through all the usual formalities, including medical inspection, the refunding of bonus money (in which they took a lively interest), and the issuing of railway tickets. Then came the wait for the train that was to take them to the West, and it was here that the facilities offered by the Red Cross were most appreciated. There was a constant demand on the workers for all sorts of information, notably about postal rates home, and also for refreshments, which were freely supplied. It is in regard to women and children, however, that the Red Cross does its most useful work, and the premises are specially adapted to meet their needs. There is a comfortable ward with beds and cots for tired mothers and babies, and all the paraphernalia requisite for infant welfare, including facilities for bathing infants and washing and drying clothes. Red Cross supplies are available free of charge. The whole atmosphere of the place created a most favourable impression, and the lady in charge had obviously the kindness and sympathetic outlook requisite for the work. Here steps are taken to follow up the welcome

work. After a man has been placed in a situation, a representative of the Red Cross calls some weeks later to see how he is getting on, and a girl is given a card warning her not to leave her mistress without communicating with the society.

III.—An Aberdeenshire Man's Success.

In addition to the Red Cross, there are many voluntary organisations that take a hand in the work of welcoming the new-comer to Canada. The Scottish societies are willing helpers in certain cases. In Toronto most useful work is done by the British Welcome and Welfare League. This body, which was organised by a group of business men in 1907, is supported by voluntary contributions. It resumed its work last autumn, after the interruption caused by the war, and it is doing much good in cases of distress. Money is spent freely in serving meals, providing beds, and distributing clothing. In the last few months 50 men have been placed in positions, and its hostel, where there is a nurse in charge, has proved a boon to tired mothers and their babies.

Similar work is carried on in Montreal, at the hostel in Osborne Street, of the British Immigration and Colonisation Association, which is under the charge of the Rev. John Chisholm (of Inverness), a veteran of the Presbyterian Church. The object here is to provide good meals and comfortable beds at cost; to assist in securing employment for men and boys and in placing women and girls in suitable homes; and also to supply boxes of provisions for those who are going farther inland. In addition to the accommodation for men, there is a women's hostel with 80 beds at 31 Drummond Street. All over Canada, from Halifax to Vancouver, the Presbyterian Church is in evidence through its "Department of the Stranger," and is ready to hold out a helping hand to the new-comer.

SETTLEMENT BOARD'S WORK.

How the Government is taking care of immigrants is well illustrated in the Prince Albert district of Saskatchewan.

There I spent a most interesting day in the company of Mr. W. G. Duncan, who is district agriculturist on the staff of the Land Settlement Branch of the Department of Immigration and Colonisation. Mr. Duncan is a Morayshire man (son of Mr. John Duncan, Begrow, Duffus), and, like his chief, Col. O'Leary, is absolutely the right sort of man to run this organisation, which is purely one of service. It has grown out of the Soldier Settlement Board, and is now civilian, dealing with all classes of settlers. It has eleven offices in Canada, and its aim is to look after the settlers in pioneer districts. "The old game," as Col. O'Leary told me, "was for the settler to blunder into the estate agent's office. Our scheme was to kill that. We prefer that you should send the settler to us, and we will place him on a farm with a good farmer. Some farmers will not teach a man anything, but we will send him to a farmer who is willing to help to build up this country. Then the settler selects a farm, and we inspect it for him, and advise him." This advice takes a very practical form, and the settler may be sure that he will be well guided in the purchase of stock and machinery, and in the methods he should adopt.

A HUNTLY PIONEER.

The Paddockwood district, north of Prince Albert, has only recently begun to be settled. Five hundred settlers have taken up land in the last five years—this means a population of about 1500—and during a 70-mile motor run through the district with Mr. Duncan, I was able to realise how successfully they are solving the problems that face the pioneer. Now the Canadian National Railways are coming to their assistance with a branch line, and it is hoped to extend it a hundred miles farther north into what is described as the richest mineral belt in Saskatchewan. The farthest north point we reached on our motor tour was the farm of Donald MacGillivray. His experience may be cited as an excellent example of what can be done where there is the will to work. Mr. MacGillivray, who was born at Huntly, Aberdeenshire, in 1885, went to Canada in 1912. He is married and has four of a family. For the first four years he worked on

farms during the spring, summer, and autumn, and in the lumber camps during the winter. He enlisted in the Saskatchewan Highlanders in 1916; went to France, and, returning to Canada, was discharged in 1919. After working for a few months at the Government elevator at Saskatoon, he filed on two quarter sections as homestead and soldier grant entries respectively. The half section was fairly heavily wooded throughout, and he had to start immediately to clear land for a garden and to grow a little feed for his team of horses. Now he has 66 acres under cultivation, which represents very great efforts in clearing off the bush, apart altogether from the breaking of the land. He has erected habitable log buildings at a minimum cost. For a few seasons he had to hire out during the seeding, the harvest, and the threshing to earn money to cover the family's living expenses. He has now six cows milking, and sells the cream to the Prince Albert Creamery. From the proceeds he can almost take care of living expenses, and, in addition, he expects to raise at least two litters of pigs a year of good Yorkshire type. The proceeds of his crop of wheat, less expenses, can now be used for improvements in buildings and other developments.

DISAPPEARING DIFFICULTIES.

Mr. and Mrs. MacGillivray feel that from this year onwards their difficulties will become smaller and smaller. The railway has come to a point not more than eight miles away—produce has hitherto had to be hauled 35 miles—and the roads are being improved each year. They can now grow a considerable quantity of feed for their stock during the winter, and a larger market for their by-products is becoming available. Farming experience in Scotland with horses and cattle, and the habit of thoroughness in the various farm jobs, coupled with perseverance and the will to succeed, have been the main assets of this family. Thrift has been their watchword. When I called I found Mrs. MacGillivray busy in the garden, while her husband was ploughing in an outfield. I met the sturdy children, who had been out with their father's tea, and when I came back to our motor in the late afternoon

Mrs. MacGillivray was still busy waging warfare against the weeds. There are splendid opportunities in Canada for people of this type.

IV.—Is the West any Good?

Is the West any good? This is the question that was put to a well-known authority in Manitoba, a man who has gone through the experience of the settler and made good, and who is now widely recognised as speaking with special knowledge on all matters relating to the production and marketing of grain. I think his answer should hold out encouragement to those who have hitherto had doubts as to the possibility of establishing themselves successfully in the Dominion, and who may have been holding back on account of recent stories about the conditions over there. "Yes," he said, "to the right kind of man, either a young fellow or a man with a family who has some agricultural experience, or has a natural aptitude for farming. The man from a city, if he has not this experience, is bound to be at a certain disadvantage." The right kind of man on a farm, he went on, will have little difficulty in keeping his job all the year round. He will get on an average 30 to 40 dollars a month, for, say, eight months, and from 15 to 25 dollars for the winter, though that depends a good deal on the kind of work there is to do. He should get a good idea of prairie farming in two years, and should be able to save money. Suppose he wanted to start farming himself, and had very little cash, he could buy a quarter section (160 acres), and, on the lands of the Canadian National Railways, obtain very easy terms of payment. Under certain conditions, a payment of 50 dollars down will secure the land, and in 14 years, with reduced terms for the first four years and interest at 6 per cent., he will have cleared off the purchase price. Of course, there are considerable variations in the purchase terms, but as Mr. Field, the C.N.R. land commissioner at Winnipeg, put it, "If a man is not scared of work he can pay off the loan in three, four, or five years. Good homesteading," he added, "within a reason-

able distance of the railway is pretty much a thing of the past. It is not for British people." Mr. Field was emphatic that there never was a time like the present when the settler can start as cheaply as he can "right now." This is the first time for twenty years, he said, after the big boom, that land values, horses, cattle, and second-hand machinery are down as low as they ever will be, and to show that this fact is appreciated in discriminating quarters he mentioned that during June they had had fifty people from the United States.

The settler who has taken up a farm on the terms indicated will need help to put his land into shape for crop the first year and to seed and gather the crop in the following season. Without going into details, it may be stated that a profit of 10 dollars an acre or 500 dollars for fifty acres may reasonably be expected. "That has been done time after time," said my informant. "I had a young fellow who did that, and he started without a single nickel. The second year he built his house and got married." The beginner may fall down if he strikes bad years, but given ordinary luck, he will get on.

The married man must have a little capital. If not, it means that he has to hunt around to get a job on a farm for himself and his wife, or he has to work himself in one place and his wife in another, or he has to keep his wife, which "eats up all his wages." With about £400 of capital, however, he can make a good start. I have seen an interesting calculation, according to which a settler with 1000 dollars cash can bring out a surplus of 483 dollars the first year, rising to nearly 1000 dollars the third year. All such calculations, it is obvious, are subject to considerable fluctuations, but they are useful as indicating the way in which things may be expected, given average conditions, to work out.

COMMUNITY SETTLEMENT.

An old-time farmer in Manitoba has outlined a scheme of community settlement according to which, he holds, a farm of 60 acres will support a family in comfort in Western Canada. His idea is to take the south half of two adjoining sections and the north half of the two sections immediately

to the south of them and divide them into 20 small holdings of 64 acres each. On each of these parcels he would place one family, providing them with a comfortable house, out-buildings, two horses, four cows, two brood sows, three sheep, and a number of poultry. They would also be provided with the necessary farm machinery. In the centre of these 20 holdings he would erect the school, which would also serve as a place of worship and a community hall. A small store, and possibly a blacksmith's shop, could also be maintained in the centre. The capital cost per unit is put at 3800 dollars, and it is suggested that Winnipeg, instead of floating a housing loan to build more houses in the city, should spend the money where work can be obtained by building the houses on these small holdings. The success or failure of the venture would depend largely on the class of settler selected. Very great care would need to be exercised in the selection of people of a similarity in tastes, religion, and nationality.

This scheme has features in common with two other schemes which were brought to my notice in British Columbia. They all require capital and somebody to take the initiative. One of these latter schemes relates to an area of 7000 acres not very far from Vancouver. It is suggested that this is a proposition for a syndicate who could develop the area as a dairy or mixed farming proposition on co-operative lines, providing opportunities for a considerable number of small farmers. The promoters of the other scheme propose to undertake as their main object the settlement of certain areas in Northern British Columbia with selected emigrants from Great Britain, and to look after and assist these settlers as much as possible for the first few years, until they become accustomed to the ways of the country, and well established on their farms. In particular it is proposed to undertake the settlement of groups of Hebrideans as near as possible to the fisheries around Prince Rupert, where fishing can be combined with work on small holdings.

THE WESTERN SPIRIT.

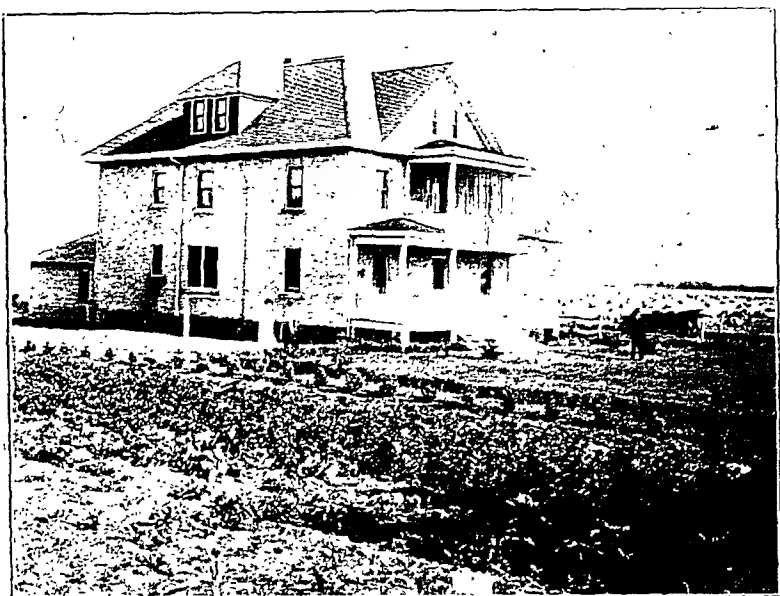
A strong affirmative answer to the question which heads this article was given by Sheriff Calder, of Saskatoon. The



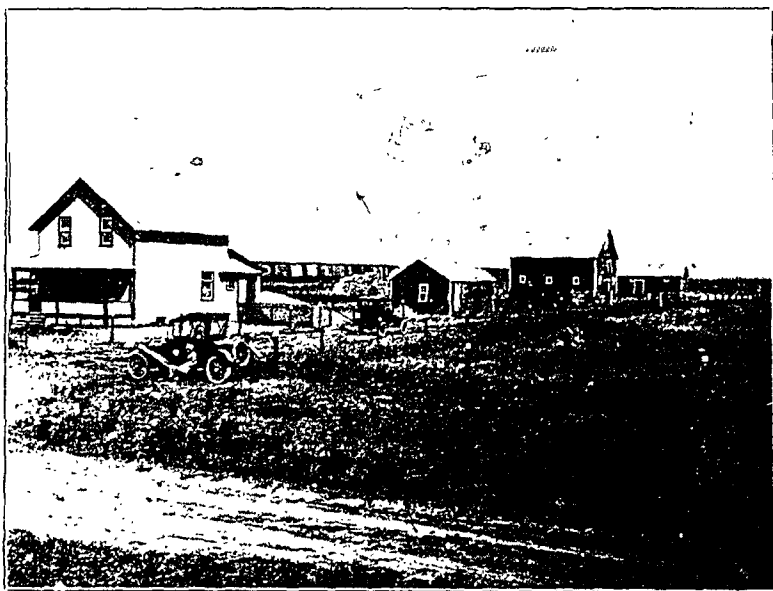
Breaking Raw Land in the Carrot River Valley.



A Farm in the Prince Albert District, Saskatchewan.



A Modern Farmhouse on the Portage Plains.



A Prosperous Farm at Portage la Prairie.

Sheriff, who went out to Canada 45 years ago, moved to Saskatoon in 1903, when the population was 113. It is now nearly 30,000, and that growth is not surprising, when it is inspired by men with the enthusiasm of the Sheriff, full of what he calls "this wonderful Western spirit." "This is the worst year for drought," he told me, "but the punch and pep of the people will carry them through. This is a young man's country. Of course, there are quitters, who are not getting so much money as the next man, but we have no use for them. We want our enormous agricultural opportunities developed, and we are doing all we can to help that on." The Sheriff is President of the Saskatoon Exhibition, which was in full swing on the day of our visit, and it gave a vivid idea of the "pep" (to use the Sheriff's word) which the people here put into their work. The displays of stock were a remarkable revelation of what can be done in this part of Saskatchewan, and it was interesting to meet a number of Scottish farmers and hear their stories of the progress they had made. The prevailing note was a confident belief in the future of the country. The Exhibition, which lasted for a week, was visited by large crowds, and it was stated that as many as 3000 motors had been parked in one day.

V.—The Developments in Agriculture.

The Saskatoon Exhibition is a typical example of the keen and practical interest in agricultural matters which is displayed all over the Dominion of Canada. In the Province of Saskatchewan, for example, I was told that every little town has a fair, and that the Provincial Government makes it its business to see that ample encouragement is given to exhibitors. This takes the form of paying half of the prize money in the agricultural events. Canada's agricultural staple, of course, is wheat, but farmers are coming more and more to realise that it is not sound policy to put all their eggs in one basket. Thus there is to be observed an increasing tendency to develop "side lines," many of which prove

profitable and provide a sure source of income when the main crop may not realise all that is expected, or may even be a total failure. There is undoubtedly a marked change of attitude here as compared with the feeling that prevailed in quite recent times, and it is probably correct to say that this change is due in very large measure to the propaganda work of the agricultural colleges and experimental farms. There is a growing inclination among farmers to take advantage of the practical advice which is available at the various agricultural institutions. Many farmers in the past have looked askance at the results of agricultural research on the principle that the methods which were good enough for their forefathers are good enough for them, or that the methods which succeeded in the Old Country are bound to succeed in the Dominion. Experience, however, has been against such farmers, even on such a comparatively simple question as how to grow turnips, and they are waking up to the fact that the agricultural colleges have something to tell them that is worth knowing. More than one agricultural expert in Canada confirmed this view, and it is borne out by the large attendances at special courses of instruction.

THE AGRICULTURAL COLLEGES.

Canada's equipment for agricultural instruction and research is on a noble scale, and is the envy, as I happen to know, of agricultural experts in this country. The agricultural colleges of the different Provinces are large, beautifully-equipped, and well-endowed institutions. The experimental farms are also large and well laid out. They are obviously carefully looked after. A casual visitor gets the impression that the necessary labour is provided on an adequate scale, and that those in charge do not have to worry about the funds they require to carry on their work. Of course I can speak only of what I saw: there may be budget difficulties somewhere in the background, but, apart from any consideration of that kind, there is expressed in these institutions a whole-hearted recognition of the fact that agriculture is the mainstay of the Dominion. At the great annual Canadian Exhibition at Toronto, opened this year by Vice-Admiral Field, commanding the Special Service Squadron, this view is taken.

This exhibition is described, with a justifiable touch of pride, as the biggest annual fair in the world. It is spread over 300 acres of ground and occupies about 80 buildings. The President, Mr. John Kent, told us that it is an educational institution, and that a sum of over 75,000 dollars is given in prizes for agriculture. "We believe," he said, "that Canada is an agricultural country and will be for some time to come. Manufacturing," he added, "will follow of course."

From Atlantic to Pacific there was clear evidence in the agricultural colleges of the careful attention that is devoted to the fostering of agriculture. I spent a most interesting time at Truro as the guest of Dr. Cumming, Deputy Minister of Agriculture for Nova Scotia, and Principal of the well-known Agricultural College there. One problem which this College has solved is how to produce a suitable crop for ensilage. A member of the staff suggested trying a mixture of oats, peas, and vetches. This worked splendidly, and the now famous "O.P.V." mixture has led to the erection of silos on 25 per cent. of the farms where there was none ten years ago. At the College farm we saw the well-known Clydesdale, Premier Fashion, and Captain Aubrey, a famous American trotting horse, and amongst the Holstein and Ayrshire cattle was one beautiful Ayrshire cow which at that time had almost broken the record for the yearly yield of butter-fat. During a motor run through the Onslow district one saw some very attractive farms, one of them belonging to the son of a Scotchman who went out 40 years ago with 50 cents in his pocket, and died worth a good many thousand dollars. This farm is in splendid condition and shows what can be done by a man who means business. Near New Glasgow on the following day I visited another prosperous farm of 360 acres where the farmer, as a "side line," has taken to the cultivation of strawberries. He has planted out about three acres, and his crop this year was 20,000 boxes, which he sold at 10 cents per box, showing a handsome profit after allowing for expenses.

THE MACDONALD COLLEGE.

The Macdonald College at St. Anne de Bellevue, 20 miles from Montreal, which is part of M'Gill University, was visited

by our party, and under the guidance of Dr. Harrison, the Principal, and Professor Lochhead we learned something of the ramifications of the teaching and experimental work of this notable institution. It is divided into three schools—the School of Agriculture, the School for Teachers, and the School of Household Science “which gives young women such training as will make for the improvement and greater enjoyment of home life, and instructs them in professional work, in household and institute superintendence and management.” The property extends to 786 acres and the buildings (including hostels for men and women) and equipment are on a very complete scale. There is an excellent stock farm, and amongst the many departments we saw, I was impressed by the excellent work in the poultry department.

The Dominion Experimental Farm at Ottawa, which we saw under the guidance of Dr. J. H. Grisdale, the Deputy Minister of Agriculture, is another up-to-date institution, the thoroughness of whose methods cannot be too highly praised. In poultry culture, show records prove that Ottawa is well entitled to say that it leads the world, and we had an opportunity of judging how careful and successful are the methods adopted. Great attention, too, is paid to dairying. Both at St. Anne and Ottawa one felt that the institutions were fortunate in the men who are running them. They are experts, full of enthusiasm for their work, and possessed of the knowledge, driving force, and the power of inspiration that make for success.

THE PRAIRIE PROVINCES.

The Prairie Provinces are not behind the East in their zeal for agricultural progress. At Edmonton we had a long discussion with Mr. Hoadley and Mr. Ross (an Aberdonian, by the way), two members of the Alberta Ministry. Mr. Hoadley, the Minister of Agriculture, believes that the best immigration propaganda is the successful immigrant, and this idea is at the bottom of the agreement which has been made with the Overseas Settlement Board for bringing out from Britain 150 young men to be trained at the Vermilion farm school. Grain marketing is also a question in which Mr. Hoadley is keenly interested. He has discussed the problem

recently in Great Britain, his main idea being to have the Canadian wheat crop handled at all stages from producer to consumer within the Empire. Though the problem is a highly complicated one, Mr. Hoadley is convinced that it can be solved on the lines he indicates.

The University of Saskatchewan, which includes a flourishing College of Agriculture, is located at Saskatoon. It is an entirely modern growth. The corner-stone of the first building was laid by Sir Wilfrid-Laurier in July, 1910. To-day there is a fine range of stone buildings on a prominent site overlooking the valley of the South Saskatchewan river and the city of Saskatoon, and shaded by belts of trees. These trees are an object lesson to the prairie farmer. They have sprung up in ten years, and show that the amenities of the prairie farm can be greatly improved by attention to tree-planting, and at little expense, as the young plants can usually be obtained free of cost. The College of Agriculture, where we were received by Dean Rutherford, is the centre for 150 agricultural societies to which it supplies speakers and judges for the annual fairs. It also does important work in aiding the boys' and girls' clubs which are organised under the Education Department. These clubs are intended to develop an interest in agriculture among adolescents. The boys are trained in stock judging and the girls in domestic science. An interesting feature is the farm boys' annual camp, attended by selected members from the various clubs. The sixth annual camp was in progress during our visit to the Saskatoon Exhibition, and substantial prizes were awarded to the winners in the competitions, the boy making the highest grand aggregate score being awarded an agricultural scholarship of 75 dollars and a 25-dollar gold watch.

Among outstanding animals that I saw at the College farm was Bonnie Fyvie, bought from Messrs. J. & R. Cocker, Hill of Petty, and three foals by him of this year's crop, as well as two two-year-old fillies, including Bonnie Jean,* who

* Bonnie Jean, as well as Bonnie Lassie, have since died during a severe epidemic of swamp fever. To make up these losses, Mr. Kilpatrick and Mr. Cocker have presented Craigie Fyvie to the University of Saskatchewan. This is a two-year-old colt sired by the famous Craigie Litigant. The gift was announced by Hon. C. M. Hamilton, Minister

has been highly successful at all Canadian shows, and won also at the International at Chicago. Other notable animals were the mares, Craigie Sylvia and Rosalind; the former from the stud of Mr. James Kilpatrick, Craigie Mains, Kil-marnock, and the latter from the stud of the late Mr. G. A. Ferguson, of Surradale, Elgin. Both these mares will be remembered as standing first and second in their class at practically all the leading shows in Scotland before their exportation. On the same day at the Exhibition, Mr. William Gibb (who hails from Ellon) showed me a fine bunch of Aberdeen-Angus cattle bred from stock imported from such well-known herds as Portlethen, Banks, Skillymarno, Ballintomb, and Asloun.

VI.—Agricultural Propaganda on Wheels.

An excellent example of the agricultural propaganda to which reference has already been made is furnished by the Saskatchewan "Better Live Stock Train." This is propaganda on wheels, and it is remarkably effective in its equipment and in the appeal it makes to farmers. The first live stock train to be run in Canada was operated in 1921 by the Saskatchewan Department of Agriculture in South-Eastern Saskatchewan. The train proved so successful that a second train was run in Central and Western Saskatchewan in the following year, and now during the summer of this year a third train has been run, and has been described as one of the most successful ventures of the kind ever attempted in the province. The train, which was equipped and operated free of charge by the Canadian National Railways, consisted of sixteen cars, a brief description of which may be of interest.

of Agriculture in the Saskatchewan Government, to the Saskatchewan Legislature at a crowded session. "This is more than a gift from two public-spirited men to the College of Agriculture of our University," said Mr. Hamilton. "It is a gift from Scotland to Canada. With this outstanding addition we will have at our University one of the leading Clydesdale studs on this side of the water, and this latest acquisition will do much to establish our College as the centre of Clydesdale breeding on this part of the continent."

Cars 1 and 2 were hay and feed cars. Car 3 carried surplus bulls; Car 4, dairy bulls—Holsteins and Ayrshires, selected for their breed type and record of performance. Car 5 carried Angus and Hereford bulls; Car 6, shorthorn and red polled bulls; Car 7, shorthorn bulls; Car 8, market steers, with placards giving age, weight, value per pound on the central markets, and, where possible, the ration fed during the winter. Car 9 was a demonstration car for displaying the animals. Car 10 was devoted to sheep and swine, and Car 11 to dairy cattle and poultry. Car 12 was an exhibit car; Car 13, a lecture car; Car 14, a motion-picture car, especially for the instruction and entertainment of the boys and girls; and Car 15 a forestry car, operated by the Canadian Forestry Association, in which forestry pictures were shown and lectures given on tree planting and the trees adapted for the province. Lastly, there was an office and staff car. During the five weeks the train was out, it was visited by more than 40,000 persons. The purpose of the train was more than to advise farmers about improving their live stock. It also supplied them with pure-bred sires, and a large number of bulls and swine were bought from the train. Parts of Saskatchewan this season have suffered from drought, and any failure in the wheat crop has driven home the importance of paying attention to other aspects of farming. The success of the "Better Live Stock Train" is evidence that this truth is getting home and that, as the "Saskatoon Star" put it, straight wheat growing is not a permanent basis for the prosperity of such a province as Saskatchewan.

A PRAIRIE MANSION.

A visit to the fine farm of Mr. J. C. C. Bremner, in the Clover Bar district, near Edmonton, showed very convincingly what can be done by a pioneer farmer. Thirty-nine years ago Mr. Bremner came to Alberta by Red River cart, acquired his homestead, built his shack, and started to clear and break his land. To-day modern barns, up-to-date out-buildings, and "a house which would grace a residential corner in a modern city" form the equipment of a flourishing 800-acre farm. Sitting on the veranda at afternoon tea, it was difficult to imagine that one had motored 16 miles into

the prairie. The transformation was amazing, yet its record was plainly written. We saw the original ox-cart in which Mr. Bremner first came to what is now the Bremner district. It lies near the site of the original shack, in a clump of bush, which has grown up around it. It has served its day. Its owner now does his business in a big modern motor car, which can get over the somewhat uneven prairie roads at a pace a good deal faster than the patient oxen pulled this cart across the unbroken prairie. All around was evidence of careful farming and a sense of prosperity and comfort. One minor point, which is not always appreciated on the prairie, impressed the Scottish visitors, and that was the care bestowed on the binders and other farm machinery. All were kept under cover and not left in the open at the mercy of the weather. When depreciation is considered, such care counts for a good deal.

MANITOBA PROSPERITY.

A most interesting day was spent on a motor journey of 70 miles through the flourishing Dauphin district of Manitoba. This district has been settled for about 35 years. There is no free land now, but plenty of good land can be bought at moderate prices. We visited, during this tour, a number of farmers, and heard the story of how they had made good. One farmer, Canadian-born, was the son of a Glasgow man, who had been brought out to Canada at the age of five, and his mother was a native of Nova Scotia. He had been 27 years on his present farm, and, as his crop, showed, he had brought it to a high state of development. Another farm, where the farmer had died 15 years ago, was being carried on by the widow and one son. It was homesteaded in 1893. The original shack was to be seen. Near it was a more pretentious dwelling-house, which had also been given up in favour of a fine new house, to which the finishing touches were being put. I met here a country-woman from the south of Scotland, and when I asked her whether she would like to return to her native land, she confessed that she "would like to win back to see mother, but not to stay." One farmer was keen to impress upon us his opinion that any man from the Old Country with £300 or £400 can make

a remarkable start in this district just now. Another farmer, whom we discovered busy repairing a motor car, received us in a beautifully panelled dining-room. "Would you go back to Scotland?" he was asked, and his emphatic reply left no doubt that the prairie had got him for good.

FRUIT-GROWING.

Manitoba is not usually regarded in this country as a fruit-growing province, but near Dauphin we met a man who has proved that many varieties of fruit can be successfully cultivated. Mr. W. J. Boughen has turned 30 acres of his original homestead into a huge nursery garden. He had been told that fruit would not grow there, but he started to experiment with many varieties of plums, raspberries, currants, brambles, strawberries, and other fruits, and has achieved remarkable results. He is now producing fruit trees for sale to farmers and has opened up excellent prospects for jam factories. This tour furnished convincing evidence that a settler with energy and willingness to work need not hesitate to try his fortune in Northern Manitoba. The crops we saw were uniformly good in a season where the general result is below the average, and everywhere there were signs of careful, thrifty, and successful husbandry.

VII.—The Maritime Provinces.

In any consideration of Canada's immigration problem, some account must be taken of the Maritime Provinces. They offer to the agriculturist just as good opportunities as are to be found in Ontario or the West. Many parts are admirably suited for mixed farming, and the fishing industry offers excellent chances. Yet the main stream of immigration goes past the Maritime Provinces, and the phrase, "abandoned farm," is frequently to be heard. In the words of a well-informed publicist in the West, the Maritime Provinces are a most serious problem. Politically their power is dwindling, while that of the West is growing. At one time

they returned 38 members to the Dominion Parliament; in the next House they will have 29. They are subject to what has been called the American suction, and so far there has been nothing to fill up with. They manufacture, and there is no market, unless they send abroad. In the Canadian market, they are faced with the tremendously long rail-haul, and the suggestion has been seriously put forward that it may be necessary to subsidise the railways, in the same way as it was proposed to give a grant for the eastward freight of Alberta coal, though that scheme has been dropped for the present. The control of the maritime banks has been removed to Central Canada, and industrial combines have led to the closing up of Maritime branches. Yet the three Provinces are a fair and smiling land, as I was able to judge during a most interesting six days' tour last August. I met many keen business men and a number of the political leaders, and, while the difficulties were not glossed over, I found a commendable degree of local patriotism and of genuine belief in the possibilities of the territory and of the opportunities that await the enterprising settler.

From Levis, on the right bank of the St. Lawrence, opposite Quebec, we made the 22 hours' journey to Halifax in the finely-appointed "Ocean Limited" of the Canadian National Railways, and about a week later we returned in the "Maritime Express." These splendid trains are drawn by the new huge "6000" type of locomotive, which do not seem to be troubled in any way by the heavy loads they have to haul, and, in a land where distances are so great, railway travelling is made as comfortable as it very well can be.

NOVA SCOTIA.

Halifax suffered severely in the disastrous explosion of 1917, but has now done much to repair the ravages of that terrible disaster. The capacity of her magnificent harbour was well illustrated by the fact that we saw the "Hood" and her consorts of the Special Service Squadron anchored there. The great scheme of ocean terminals, it is true, has been suspended, as being too costly, but, as it is, there are excellent harbour facilities, and the port is always open, which is an undoubted advantage it has over the St.

Lawrence. In the course of an interesting talk, Mr. W. B. MacCoy, K.C., Secretary of Industries and Immigration, said that while the Dominion Government hitherto had done everything they could to build up the West, they in Nova Scotia had been waiting for their turn to come, and they thought it had now arrived. In proof of this he instanced the visit which was being made to Nova Scotia that week by a party of Hebrideans, headed by Father MacDonnell and Canon MacDougall, Dean of the Outer Isles. The crofter fishermen of the Hebrides, it is urged, can find an ideal location in Nova Scotia, and any developments that follow on this visit will be watched with interest. Father MacDonnell, it is stated, is most desirous of having whole families migrate rather than single men, in order that there may be more stability in the settlement. There is no home-steading in this Province. A man must either buy a farm or take advantage of the Rural Credits Act. What the Government says to the settler is: "Don't buy a farm until we have sent a qualified farm appraiser to view the place. If you decide to buy, we will, if you wish, assist you in the matter of looking over the conveyances." The Premier, Mr. Armstrong, whom we saw on his return from a strenuous trip to London, was quite emphatic in his opinion as to the agricultural opportunities of the Province. "I don't see," he said, "why a Scotch settler, on some of that arable and grazing land, who is willing to work, can't make a very good thing of it and have society about him." He was enthusiastic in his praise of Nova Scotian apples, which were selling at better prices in Britain than American apples. He also thought they would succeed in getting a fruit-canning industry started. "The settler," he urged, "must have capital and must have health and energy and be willing to work. Many young fellows can do as their forefathers did, and thus establish good homes for themselves. There is no pioneer work to do."

PICTOU'S BEAUTIES.

From Halifax we went on to Truro, and, as already described, met Dr. Cumming, who gave us an excellent account of the agricultural and stock-raising possibilities of

the Province. Early next morning (August 12) we had a delightful motor run to New-Glasgow in Dr. Cumming's car, and there we were welcomed by Mr. D. G. Sinclair, president of the New Glasgow Board of Trade, and Hon. B. M. M'Gregor. Under Mr. Sinclair's guidance we were shown some of the beauty spots of Pictou County, and taken a trip to Sunny Brae, on which we saw many fine farms and learned something of the great part which Scottish settlers have played in this Province. A camp lunch by the river-bank was a delightful incident of the day. In the afternoon, on our way to the town of Pictou, we beheld the glorious panorama from Green Hill, one of the finest views in Canada. At Pictou, where the inhabitants were eagerly awaiting the arrival of the American airmen on their round-the-world flight, we boarded the smart little steamer, "Hochelaga," and, after dark, reached Charlottetown, the capital of Prince Edward Island, aptly named "The Garden of the Gulf." Here we were welcomed, on behalf of the Premier, Hon. J. D. Stewart, K.C., by Mr. Burnett, a former Aberdeen journalist, and later we met Mr. Stewart and his Cabinet colleagues, Hon. J. H. Myers, Provincial Secretary-Treasurer and Commissioner of Agriculture, and Hon. J. A. MacDonald, Commissioner of Public Works.

Next morning, though time was short, we motored through the city and its suburbs and the surrounding country, visited the Experimental Farm and the famous Vimy Fox Ranch; where Colonel D. A. Mackinnon, D.S.O., one of the owners, showed us round, and told us something of the romance of the growth of the silver fox fur industry. We then went on to the farm of Mr. Robert Rhynes.

AN ABERDONIAN'S FARM.

The story of Mr. Rhynes is one full of encouragement for intending settlers. Mr. Rhynes is an Aberdonian, and was an engine-driver on the old "Great North," having passed through all the grades. He went out to Prince Edward Island in 1910 with no experience of farming. "I had a fortnight looking around before I bought," he told me, "and I went over a good part of the island. I bought

this farm of 140 acres for 4000 dollars, with stock, implements, crop, and buildings complete. If people only knew the comforts and conveniences they can have here, the happy life, so sociable, because the country is so closely settled! But they must have some money, and if you are the right man, you will get all the money you want. There never was a better chance than there is right now," he added, unconsciously using the identical words which Mr. Field had used at Winnipeg. Farm labour, he said, is wanted, and the pay is from 30 to 40 dollars a month, all found. The land is very easily worked, with no stones, and it is very fertile. "You will grow as good crops here as in the old country," Mr. Rhynes holds, "and with half the trouble." I was interested to hear how he had been induced to come to the island. "I was intending to go West," he told me, "but the agent representing the island was in Aberdeen, and I met him at the Kittybrewster show. His story induced me to come here and look round, and I am not disappointed that I did not go West. Some winters there is a good bit of snow, but it is not cold. In others there is very little snow, and on the whole it is very pleasant, with no 'mucky' kind of weather like what there is in the old country." Dairy cows, pigs, and poultry are profitable "side lines" on this farm. There is a nice orchard, and strawberries are grown for home use. Following the prevailing custom on the island, Mr. Rhynes goes in for silver foxes. He has five pairs, who have done very well, and he averaged 260 dollars per pelt at the last spring sales. Another point to be noted is that the women do all their own baking. We enjoyed the hospitality of Mr. and Mrs. Rhynes, the latter a native of Burghead, and left this well-kept and attractive farm feeling that here was an excellent example for the man with a small amount of capital who wants to build up a new home. The Rhynes family are certainly doing well; as two of the sons now have farms of their own.

On our way back to Charlottetown we had an opportunity of visiting Lawndale, the fine dairy farm of Mr. A. R. MacKay, who is of Sutherlandshire descent though born in Nova Scotia. Twenty-two years ago he bought this farm "very cheap." It now carries a fine herd of Holsteins, and there

is a ready market for the milk in the capital city. Some idea of the present value of the place may be gained from the fact that the owner has refused 24,000 dollars for it.

In the afternoon we motored to Borden, and crossed by the train ferry to the mainland. The journey was continued through the rich hay lands to Sackville, where we were met by the Hon. A. B. Copp, LL.B., Dominion Secretary of State, and Mr. A. Cameron, the Mayor, and others, and on to Moncton, and next day we had a long motor run through some of the most picturesque and attractive parts of New Brunswick to Fredericton, the capital, accompanied by Mr. F. E. Sharp, Superintendent of Immigration, from whom and from Mr. Harvey Mitchell, the Deputy Minister of Agriculture, we got some interesting particulars of the chances that await settlers in this province. Thus ended our tour. Next day at Quebec we boarded the Anchor-Donaldson liner "Saturnia," homeward bound.

VIII.—Industrial and Marketing Developments.

The development of the Canadian market and the facilities for distributing Canada's produce within the Dominion and abroad are problems of vital interest to the settler. The two great outlets for overseas trade are at present Montreal on the east and Vancouver on the west, and at both we had an opportunity of noting the facilities they offer to traders and the schemes of extension that are in hand. At Montreal, under the guidance of Mr. T. F. Trihey, secretary to the Harbour Commissioners, we made a tour of the port, on board the Commissioners' steam tender, and also were able to inspect the great cold storage building and one of the huge elevators, from the roof of which, incidentally, there is a magnificent view of the largest and busiest city in the Dominion. Montreal has spent \$30,000,000 on its harbour in the last twenty years, and as much as 3,000,000 bushels of wheat can be handled in one day. The Commissioners own

all the elevators. There is, indeed, no private interest in the river. The harbour belongs to the public, and is administered by a Harbour Commission, appointed by the Government. A visit to the cold storage building was a regular "eye-opener" as to the productivity of Canada. Here we saw vast quantities of produce of all kinds, from cheese, butter, and eggs to furs, of which half a million dollars' worth was stored in one of the big cold chambers. Our attention, too, was drawn to herring imported from Scotland for consumption locally and in the United States, and the hint was thrown out that Scottish herring exporters might profitably investigate further the possibilities of the transatlantic market.

VANCOUVER.

On the western shore of the Dominion, Vancouver is acutely alive to its opportunities. It has a magnificent natural harbour which is being rapidly developed on large lines. New piers, sheds, and jetties are being built, and commerce has grown until the port now ranks next to San Francisco in tonnage of inward and outward cargo and aggregate tonnage of ships. The opening of the Panama Canal has helped Vancouver greatly by rendering possible the development of the westward grain route, and Vancouver has become an eager competitor with the East for grain shipments. "She cannot afford," as the "Province" put it, "to let any trainloads of grain slip away towards the East when they should be following the shorter course through the mountains. . . . Our facilities will shortly be large enough to handle any quantity of grain likely to be offered, and there is no longer any good reason for the opposing of artificial barriers to the tide that would naturally flow this way." More than one new elevator is under construction, and I was greatly interested to meet a keen young Aberdeen engineer, in the person of Mr. L. F. Merrylees, who is in charge of one of these building jobs which is being carried out under the direction of the harbour authorities. All this development is of deep interest to the prairie farmer, to whom any reduction of transportation charges is a direct benefit.

NORTHERN ONTARIO.

Canada has been described as the most fertile portion of the American continent. It could sustain a hundred million people and not strain its natural productive resources. Its present population is only $2\frac{1}{2}$ persons to the square mile, and yet "it is the greatest home land in the world awaiting home-makers." Much might be written of the opportunities that await the settler in the great fertile belt of sixteen million acres in Northern Ontario. This wonderful region is traversed by the main lines of the Canadian National Railways, and within the last few years many settlements have sprung up. Cochrane, the chief town in the Clay Belt, is the centre of a flourishing district. The clearings are being pushed back, and at almost every river crossing there is a lumber mill, and, in the region, several pulp or paper mills. The lumber industry is a great stand-by to the settler. He finds a ready market for his pulp wood, and there are opportunities of earning good wages in the intervals of clearing his holding and building up his home. There is perhaps some misconception as to the character of this "northern" country. It should be noted, therefore, that the latitude of Cochrane is 50 miles south of Winnipeg, and the climate, both in summer and winter, is described by settlers as enjoyable. The Dominion Government is taking a very practical interest in the opening up of this country and the experimental farms at Kapuskasing, as well as two others, conducted by the Provincial Government, are showing what crops can be produced. Our party spent two days full of interest in this region. At Timmins, which has grown marvellously since I saw the town four years ago, we were conducted over the famous Hollinger goldmine and some others, and were able to gain some idea of the rich mineral wealth of the country. (On this subject those interested may be referred to an excellent pamphlet by Mr. Price-Green, F.R.C.S., of the Canadian National Railways.) At Abitibi we were conducted by Mr. Wilson, the general manager, and Mr. MacInnes, the mill manager, over the great pulp and paper mill, which has one of the largest paper-making machines in the world, and can produce about 300 tons of



Pioneer Farm Buildings, Dauphin, Manitoba.



A Rural School, Dauphin, Manitoba.



Farming in the Swan River Valley.



Threshing at Portage la Prairie, Manitoba.

newsprint per day. We also went through the model city that has been built for the workers on the most approved town-planning methods, and where community life finds its fullest expression. Lastly, at Cochrane we learned from the mayor and others, including Mr. Thorning, the editor of the local paper, something of the difficulties that confront the pioneer settler, and the way in which determination and energy overcome them.

HYDRO-ELECTRIC RESOURCES.

Two other aspects of Ontario's resources were revealed on a motor trip, kindly arranged for us by Mr. Ferguson, the Premier, from Toronto to Niagara, on which, by the way, I was driven by an Aberdeen chauffeur, named Neave, who has been 14 years in Canada, and whose delightful accent and sense of humour still proclaim his origin. We saw the wonderful fruit country which centres round Hamilton, and the great hydro-electric developments at the Falls. The Queenston-Chippawa scheme is being carried out on the boldest lines. The power-house contains six turbines, each of 60,000 horse-power. They are of the vertical, single-runner type, and are the largest in capacity of any hydraulic turbines ever built. When fully developed, the water power of the Ontario Hydro-Electric Power Commission will have a potentiality of over 1,000,000 horse-power, and at present the transmission lines total about 3500 miles. Cheap electric energy is thus available to a large area, and what has been done here can be done as efficiently in other parts of the Dominion.

IX.—Changed Conditions on the Prairie.

The alleged hardships of life on the prairie are often dwelt upon with considerable emphasis by critics of Canada's immigration policy. The vagaries of the climate are referred to. It is said to be too hot in summer and impossibly cold in winter, and the unfortunate farmer is lucky if he gets any

sort of a crop at all. The late "Bob" Edwards, of "Calgary Eye-Opener" fame—a paper, by the way, that has disappeared from this sublunary sphere with its gifted, if erratic editor—used to paint lurid pictures of the awful monotony and drudgery that await the newcomer to the prairie, and especially women. There no doubt was a good deal of truth behind his mordant criticism, and under certain conditions and in certain districts, the kind of case he described may perhaps still be found, but no settler I met took anything like so gloomy a view as he did. One old couple I met lamented what they called the frivolity of the young Canadians of to-day. There were too many parties and too much dancing, and young people tired themselves out so that they could not do their work properly. The old conditions, however, have undoubtedly changed much for the better. The winter is severe, when judged by Old Country standards, but it has its compensations. The cold may be intense, but many people can be found who make the best of it and have a good word to say for the dry, bracing, and invigorating atmosphere of the winter months when, with proper precautions, it is a joy to be in the open air. Summer, too, has its charms, and it is only in some well-defined areas that the risk of crop failure from drought or hail is serious. As to the latter of these risks, the prudent farmer covers himself by insurance, and if he has been sceptical as to this risk, one experience of hail is enough to make him a firm believer in the expediency of insurance. I met an Aberdonian, farming in Saskatchewan, who was quite clear on this point. He had never insured and was caught once by hail. Since then he has paid the premium promptly.

CARS AND TELEPHONES.

The isolation and consequent loneliness of the prairie farm are gradually disappearing. Branch railway lines have been and are still being pushed out in many directions. Roads are being extended and improved, though this is inevitably a slow and costly process. It is wonderful, however, what can be done with a motor car on roads, the surface of which would shock all the preconceived notions of a British motorist. The automobile has really become indispensable to the prairie

farmer, and as soon as funds permit—sometimes, I am afraid, sooner—it becomes part of the standard equipment of the prairie farm. Then the telephone is being rapidly developed, and cheap facilities are offered. The rural post, too, is admirably organised. I realised this one day I was at a farm-house situated about twenty miles from the nearest town. The postman called on his round and left a big packet of letters and papers, and the farmer's wife waxed eloquent on the benefits which the service conferred. She had come from a cultured home in England to rough it on the prairie with her husband, and yet had succeeded in bringing with her much of the refinement of the Old Country, as was to be seen in the charmingly furnished and decorated sitting-room, which was her own special corner of the farm-house. The excellent C.O.D. system run by the Post Office is also a great boon to the dwellers on the prairie. The voluminous store catalogue of a well-known Canadian house finds its way into every home, and with its aid and the help of the C.O.D. system, shopping becomes a simple and a satisfactory matter.

AN INGENIOUS ICE-HOUSE.

At this farm I saw a most ingenious example of adaptation to circumstances in the form of a cold storage chamber designed and constructed by the farmer himself. He built in an out-house what is best described as a wooden box, ten feet square and ten feet deep, measured inside. This had a double lining, filled in with sawdust. When the frost came the inside of this box was sprinkled with water, which froze and rendered the box watertight. Then water was gradually let in and frozen until the box was filled with a ten-foot cube of solid ice. This was covered on the top with a thick layer of sawdust, and it was wonderful how little the wastage of the ice had been as late in a hot summer as August, when I was at the farm. The cold storage chamber was directly under this ice-box, entered by a door and stair at the side, and inspection showed that this provided a most effective method of preserving perishable articles of food in the warmest weather. The cost of this device is negligible. The saving it effects is out of all proportion.

WIRELESS.

The development of wireless is playing a big part in keeping the prairie farmer in touch with what goes on in the busy centres of the world. In this development a leading part is being taken by the Canadian National Railways. Their main station, which I visited, is at Ottawa, where there is a fine studio and a powerful transmitting station. The programmes are well selected and varied, combining instruction with amusement. This station has a wide radius, but the C.N.R. scheme does not depend on one or two stations. There is a network covering the whole Dominion, from Moncton in the East to Vancouver in the West, and the result is that anyone with a simple receiving set can be sure of listening-in successfully. In driving over the prairie, one was impressed by the large number of aerials to be seen. Many isolated farm-houses have their wires stretched between two rough poles, and it was easy to imagine what a difference this has made to the inhabitants. They are now in direct touch with world affairs. The needs of the farmer are specially catered for by the C.N.R. The farmer is more and more becoming a business man—the formation of the wheat pool is one significant sign of this—and he wants to know as soon as possible what is going on in the markets for grain and live-stock. He can now get this information at once by putting on his headphones, and, if he is in lighter mood, he can choose amongst a great variety of programmes from the stations within range on either side of the international boundary. Wireless has done much to break down the isolation of the prairie.

NEW HOMES IN CANADA.

An Address, delivered to the Aberdeen Rotary Club on October 9, 1924, and to the Dundee Rotary Club on October 30, 1924.

During the past summer I had an opportunity of making a trip through Canada in order to investigate on the spot the conditions for settlement in the Dominion. Canada has been not a little perturbed by recent criticisms in this country of the conditions that are said to await new-comers to her vast territory. Some of the harvesters who went out last year returned with lurid stories of the treatment they had received, and these stories were given wide publicity. They were not the kind of tales that were likely to encourage intending emigrants from Scotland to try their fortunes in the Dominion. I would not for a moment contend there was not some element of truth in what has been said by the critics. Some of the harvesters, it is admitted, had unfortunate experiences, and it is equally true that in some cases Canada may have been to blame. But it is also true that some of these men were themselves responsible for the misfortunes that overtook them. They had no experience of agricultural work of any kind, and, of course, they were entirely ignorant of the special conditions that exist on the prairie, particularly when the rush of the harvest is in full swing, and it is necessary for all hands to do their utmost in order that the crop may be safely gathered. That means hard, strenuous work. It is well-paid work, but it is not every man that can stand the strain. Many of the harvesters made good. They saved money and found the way opened for building up a new and permanent home. These were men with real grit and a desire to get on. Others fell down. Perhaps it was not their fault, but they could not stay the course, and their one aim and object was to depart from the land of promise as quickly as they could. Others, again,

were of that type which is always looking for a soft job and easy money. The prairie, however, at harvest time, or, indeed, at any time, is no place for them. Dollars are not to be picked up there for nothing. The prairie is a stubborn and relentless taskmaster. It offers a real reward to the man who is prepared to adjust himself to conditions and put his back into his work, but it has little use for the easy-going "slacker" who hopes to make good without taking any particular trouble. Now all these types were represented among the harvesters who went out to the Dominion in 1923. The percentage who did not make good was comparatively small—I have heard it put at 15 per cent.—and Canada has felt that it is unfair to her that judgment should be passed against her on the strength of the experiences of that 15 per cent. It was on this account that the Canadian National Railways invited a small party of Scotch newspaper representatives to go out to the Dominion and see the condition of affairs for themselves. Time, of course, was limited, and I would be the last to assert that one can size up Canada in five weeks. But if you keep moving for five weeks and also keep your eyes and ears open, you can learn a good deal in that time. Wherever I went, I was impressed by the frankness with which Canadians discussed conditions in their country. I found them ready enough to admit that there are difficulties and drawbacks, but I also found a boundless faith in the rich resources and endless possibilities of the Dominion. One has only to travel through it to realise that this faith is well founded. I perhaps had some advantage over my companions in the fact that this was not my first visit to the Dominion. I had been there four years earlier as a delegate to the second Imperial Press Conference, and on this second visit it was interesting to watch how my fellow-travellers' ideas expanded as they proceeded westwards and the immense possibilities of the country were borne in upon them. They were going through the experience I had four years earlier and revising preconceived notions of the Dominion.

The best approach to Canada is by the St. Lawrence. After groping through the fog on the Banks, we traversed the Gulf and entered the noble river, as wide at its mouth

as the Straits of Dover, which bears big ocean liners hundreds of miles inland to the busy wharves of Montreal. The sail up the St. Lawrence unfolds a magnificent panorama. Québec with all its historic associations fires the imagination. The great bridge which towers above the masts of our liner—you wonder how they will get through, and there is not much clearance—is the symbol of Canada's latter-day progress, and, 160 miles to the west, the steamer of 16,500 tons ties up at the quay in the heart of the biggest and busiest city of Canada. Then you are only about half-way from Glasgow to Vancouver. That fact alone, I always think, brings home the size of this great territory. We island dwellers can hardly grasp it. Ottawa, Toronto, Niagara, the Great Lakes, Winnipeg, Saskatoon, Edmonton, Jasper Park, Vancouver — these are but names of central points in the westward itinerary, but when one thinks of days spent on steamer and train—on steamer out of sight of land on inland fresh-water seas and on train where the limitless prairie stretches for hundreds of miles beyond the horizon, or the view is bounded by the towering peaks of the Rockies, the thoughtful traveller begins to understand something of the immensity of this wonderful land.

Canada has a bigger area than the United States, including Alaska. Her population is less than nine millions; that of the United States is about 110 millions. One need not compare her natural resources with those of the United States. It is sufficient to say that they are very great and only begun to be developed. How could it be otherwise when we consider that the density of the population is less than three persons to the square mile? The United States have 31 persons to the square mile, England and Wales 650, Belgium 658. Agriculturally, Canada is a great producer, but if the country were more closely settled, how much greater would the production be! There are millions of acres of fertile land absolutely untouched. The forest wealth is very great, though the pulp and paper industry and forest fires are making serious inroads. I went through one paper mill which can produce about 500 tons of newsprint per day. Think of the quantity of timber that is required in order to keep up the supply of pulp. Afforestation is a vital pro-

blem for Canada, and the Forestry Branch of the Department of the Interior is thoroughly alive to this. The organisation of fire-protective services in recent years has greatly reduced the loss of merchantable timber, but in spite of the utmost vigilance and the promptest attack on any outbreak, the loss from fire is still serious, being estimated at about 800 million cubic feet of merchantable timber per annum as well as many growths on 1,300,000 acres. The commercial consumption runs to about 2600 million cubic feet per annum. There is sufficient timber to maintain the present cut for many years, if all of it were exploitable, but with the growing demand, it is clear that immediate steps must be taken to provide for the future supply. One watches with interest the Government's forestry propaganda. Many experiments have shown that trees can be grown on land where they have hitherto been unknown.

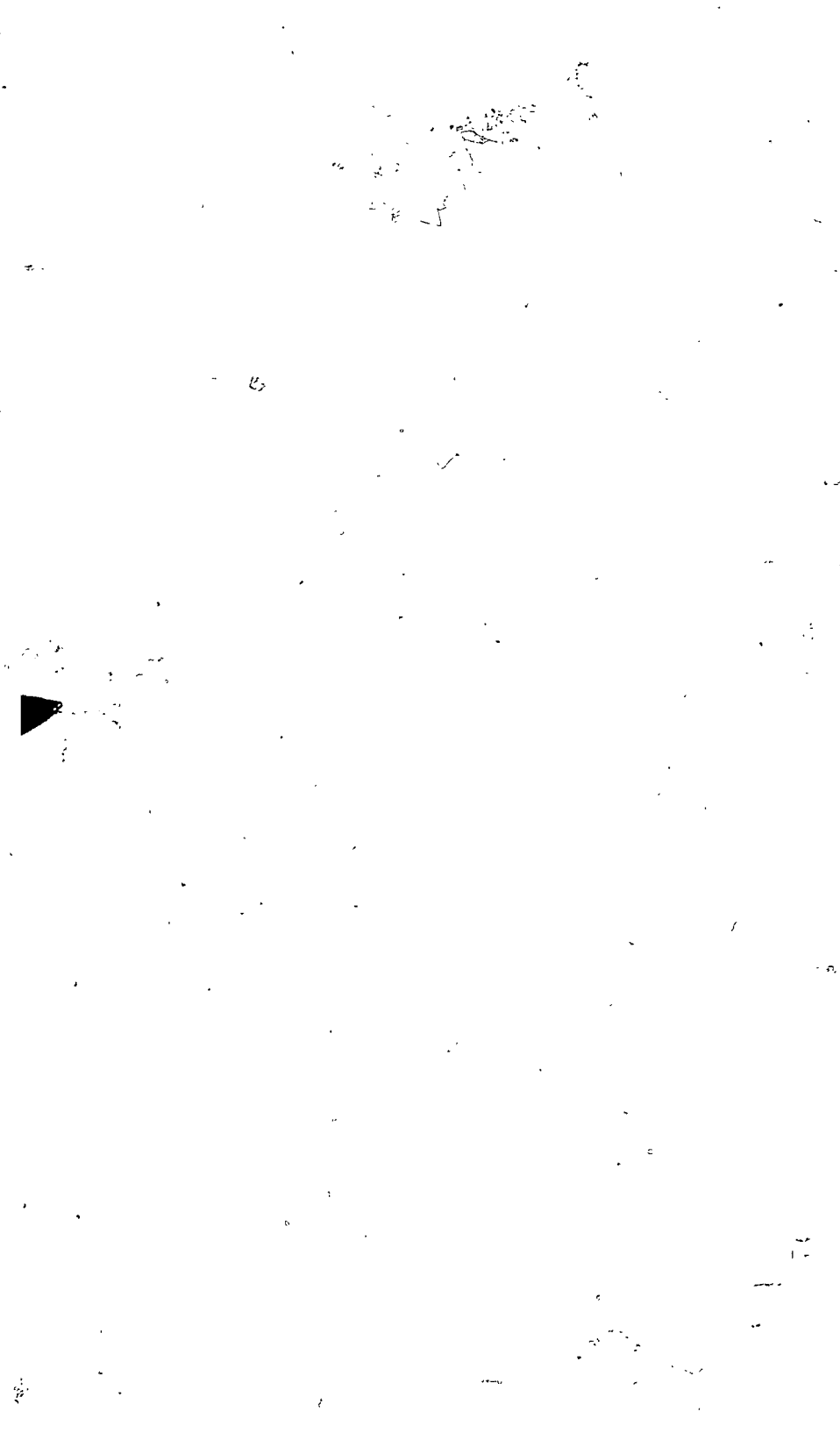
The mineral wealth of Canada is rich and varied. Northern Ontario in the Hollinger Mine has one of the richest gold mines of the world. Silver, copper, nickel, and many other metals, as well as coal and oil, are increasing in production every year, and, as a well-known mining engineer has put it, "Our country offers a field for extensive and intensive research second to none in the world.

There is no finer laboratory anywhere," he says, "than the one in which this research must be conducted, for it was constructed by the Great Architect of the Universe Himself, it is almost limitless in size, in variety of problems to be solved, and in the facilities for solving them."

Industrially, too, who can doubt that Canada has a great future? One of the most favourable factors is the abundance of water-power which can be cheaply developed in convenient situations. Canada has been a pioneer in this development. Already turbines producing 3,000,000 h.p. have been installed. The colossal—there is no other word for it—Queenston-Chippawa plant has units of 60,000 h.p. each, and to see those turbines working smoothly and relentlessly is to be impressed with the wonderful skill which has harnessed forces hitherto running to waste. The present development represents an increase of nearly 80 per cent. in the last ten



Hereford Pure-bred Cattle at Prince Albert, Saskatchewan.



years, and it is estimated that it will reach four and a half million h.p. in the next ten years.

The advantages presented by Canada's hydro-electric resources are so great that large manufacturing concerns from the United States have already crossed the border to benefit from them. The Hydro-Electric Power Commission of Ontario operates 22 water powers and distributes about 650,000 h.p. to 226 municipalities over 3500 miles of transmission lines, forming the largest single-distribution concern in the world; and in a list showing the output of the 14 largest electrical undertakings in North America, Canadian plants take 1st, 6th, 9th, and 13th places, in spite of Canada's much smaller population.

Much more might be said about Canada's resources, did time permit. I hope I have given sufficient indication of their magnitude and value. There is room, obviously, in this vast country for a population many times bigger than the present population. Canada needs people. She offers new homes and rich opportunities. Why are they not being taken up more quickly? There are many factors in the problem, but when they are all taken into account, Canada will remain as the Land of Opportunity. At present there is a serious unemployment problem in the cities. In Toronto, Winnipeg, and Vancouver there are many men looking for jobs and unable—and perhaps in some cases unwilling—to find them. Then there is the drift to the United States. This has meant a serious loss to Canada. It is no good bringing in emigrants and settling them on the land if in a short time they are to pack up and hie south. This drain has been heavy in the Maritime Provinces. These Provinces are peculiarly susceptible to the American influence. They are near the American markets and a long way from the Canadian markets—it is 837 miles from Halifax to Montreal—and the natural tendency is to look south. Yet the Maritime Provinces offer excellent opportunities. The people are largely of Scotch descent, the climate is good, and there are fine chances of combining farming and fishing. In the West a similar migration has been seen. Men go where work and wages are good, and so there has been an inward as well as an outward movement. At the moment the outward

movement seems to have been checked. The United States immigration laws and industrial conditions there have done that.

The whole question of the American influence on Canada is of deep interest. The other day somebody sent me a cutting from a well-known Canadian newspaper showing a map of North America, labelled "The United States of North America," with Washington as the capital and the various Canadian Provinces re-christened as States. That is an extreme view, and it is not in accordance with the great volume of Canadian sentiment. In a wireless talk broadcasted recently, Sir Halford Mackinder made that clear, and responsible opinion in Canada is equally emphatic. The "Edmonton Journal," for example, a little more than two months ago, said, "The work of stimulating inter-imperial unity cannot be given too great encouragement, but there is no occasion for alarm over the trend of Canadian development. At no time have we been less disposed to give up our British connection than at present. The more one studies our history, the more philosophically will he receive the talk that he hears about the Americanization process that is going on here. It is for the most part merely on the surface."

On the other hand, there is considerable difference of opinion within Canada on the immigration question. The agricultural West is crying for settlers, and in the industrial East there is a certain amount of antagonism to the aims and aspirations of the West. This is to be seen in the attitude which is being adopted towards the Canadian National Railways, now the property of the Canadian people. If the railways are to be made a financial success, they must have an adequate population to serve. At present the profit-earning part of the Canadian National system is less than a quarter of the whole mileage. The long hauls through the sparsely-peopled western areas are not profitable. More people must be got on the land, and the Government and the railway authorities are fully alive to this. The C.N.R. have a lot of good land to dispose of, and the Colonisation and Development Department, under Mr. W. D. Robb, the Vice-President, and men of sympathy and vision like Mr. Poirer

Green at Montreal, Mr. Field and Mr. Johnston at Winnipeg, and Mr. Lett at Edmonton, are ready to give the settler a fair and square deal and to see that he is not exploited by unscrupulous vendors of land or machinery. The best advertisement of Canada is the contented settler, and, putting it on the lowest ground, it pays the railways to see that the settler is contented and has all the facilities possible—in the first place, for growing his crops, and, in the second place, for marketing them. It is no doubt for the same reason that the C.N.R. have established a chain of wireless stations across the continent, by means of which it is possible for the loneliest prairie shack to keep in touch with the outer world and enjoy, it is to be hoped, some of the amenities of civilisation. The question of marketing facilities is of course of supreme importance. If they are inadequate, the settler is placed at a great disadvantage. Consequently, it has been the policy of the C.N.R. to foster, as far as possible, the building of branch lines in the West. The present Government have approved of this policy, but they reckoned without the Senate, which did not approve, and was cordially supported by the "Montreal Gazette." This attitude provoked the righteous wrath of the "Manitoba Free Press," which, in a pungent leading article entitled "Knocking Immigration," denounced the "Montreal Gazette" in vigorous terms, especially as that organ had indulged "in a loud lament over Canada's loss of population to the United States." "New settlers who come in," wrote the "Free Press," "are influenced in many cases by the experience of relatives or friends who have gone before. If the latter have little or no margin of profit from their labours and have to struggle for an existence they cannot send back a very glowing report. Yet when anything is done to try to put the western farmer in a better position and enable him to have a margin on the right side through giving him the lowest possible transportation rates and through reduced customs taxation and other relief to which he is entitled, these eastern folk who imagine that they favour a policy of immigration and settlement do everything they can to prevent such steps being taken. What consistency is there in that? Those tears that are shed for our loss of population and the lack of new settlers—are they

real tears or of the crocodile variety? There may be a theoretical interest in immigration and settlement, but there is a natural and stronger interest in something else, and that is the cause of the whole trouble."

This controversy, however, is but a phase of Canada's internal politics. There are plenty of openings for settlers as it is, and settlers from Scotland are made specially welcome. Wherever one goes in Canada, one hears a good word for the Scots. Mr. Armstrong, the Premier of Nova Scotia, said to me—"We want fellows who know how to work and will make good citizens. I don't see," he said, "why a Scotch settler, on some of that arable and grazing land, who is willing to work, can't make a very good thing of it and have society about him." The allusion was to the famous dyked lands of the Maritime Provinces, locally known as the hay marshes. Looking at them from an eminence, they bear the appearance of great flat stretches of prairie land or meadows, covered with rich grass, while almost as far as the eye can reach innumerable hay barns and hay stacks dot the landscape. The hay has an extensive market at good prices. During the war enormous quantities were supplied to Britain and France. When the soil appears to be deteriorating it is only necessary to open the dykes, allow the tide to flood the land again, close the dykes, and resume cropping the land. This is done once in about 50 years. Mr. Armstrong also emphasised the possibilities of developing still further fruit culture, especially apples. There is a great market in Britain for Nova Scotia apples, but the grower, he holds, must pay more attention to packing. He has taken up the question of interesting capital for investment in the manufacture of small fruits into jam, thus utilizing much of the products of the Annapolis Valley. Promising developments are possible in this direction. There are wonderful opportunities also for small flocks of sheep.

Mr. Stewart, the Premier of Prince Edward Island, was equally enthusiastic about the merits of the Scotch. The Garden of the Gulf has developed a marvellous seed potato industry, which is the result of the most careful scientific cultivation. Mixed farming and dairy farming are sound proportions in P.E.I., and it was especially interesting to me

to get a first-hand story from a successful farmer from Aberdeen, who gave up his job as an engine-driver on the "Great North" to seek a new home across the Atlantic. This farmer, like many others, had a profitable "side line" in a few pairs of silver foxes.

Mr. Ferguson, the Premier of Ontario, is also a great believer in the Scot as a settler, and his opinion is shared by Mr. Hiltz, the Mayor of Toronto. Canada in general, and Ontario in particular, according to the Mayor, offer splendid openings for men and women who are not afraid of work, but, he said, Canada does not want a lot more mechanics until the industrial and financial situation improves, although there is room for agriculturists and domestic help in any number.

It was just before this visit to the Mayor that I had an interesting experience. It was thus chronicled in the "Toronto Globe":—

"Colonel Watt was introduced to the high winds on top of the Royal Bank building"—24 storeys—"during the morning tour of the city when the Board of Trade offices in the Royal Bank were visited. A sharp gust of wind tore off his hat, and Controller Cameron"—an Aberdonian, by the way—"who was host to the visitors, offered to go down and pick it up. Dashing down by way of the elevator, he inquired of a passer-by if he had seen a hat light, when he heard a thud and the hat lit at his feet. 'That is characteristic of the Scots,' said Colonel Watt, 'they go slow and canny but ultimately they get there.' " I was never certain whether that remark applied to the hat or the Controller, but, in any case, it was not I who made it.

Premier Ferguson said Scotch domestics had been a great success in Toronto. He had two in his own home who came out early this year. The cook knew eighteen families in Toronto. This is probably not very comforting news for people in Scotland who cannot get domestic help. Mr. Ferguson repeated what one hears all over Canada that industrial workers are not wanted meantime, "but," he said, "we can absorb a lot of domestic workers and a lot of farm labourers and farmers with small means. Recently we brought out two families, one with eleven and one with

thirteen children. We sold a farm to one and leased a farm to the other, and they are getting on very nicely. Our plan," he added, "is to bring nobody out here that we have not a job for. We will pull through the little depression there is here without much trouble." The Ontario Government is inaugurating a policy of aggressive settlement in Northern Ontario, and Colonel W. R. Smythe (of the well-known Echt family) has been appointed supervisor of colonization. The proposal includes the closing of certain townships which are now open, with a view of concentrating settlers in areas which are already populated to a considerable degree. By doing this, the Government feels that public utilities, such as roads and educational facilities, can be more cheaply and efficiently maintained, and the revenue which will be saved can be devoted to the development of the natural resources of the country. It is expected that under the supervision of a pioneer settler like Colonel Smythe, who thoroughly understands the conditions of Northern Ontario, great assistance and encouragement can be given to the settlers, not only in getting them properly located, but in general supervision of their conditions after they have been located.

There is no doubt that this is the right policy. It is the policy which is now being largely adopted in the West, where the Land Settlement Branch of the Department of Immigration is looking after settlers in the most practical way. I am sorry there is not time to go further into this question, but perhaps I have said enough to indicate that there are plenty of opportunities for building up new homes in Canada.

ROTARY IN CANADA.

Reprinted from "The Bon-Accord Rotarian,"

September, 1924.

During my tour in Canada this summer I had the privilege of visiting three Rotary Clubs, and, as authorised at our last meeting before the vacation, conveying the greetings of the Aberdeen Club. On Wednesday, July 16, the party of which I was a member were the guests of the Ottawa Club. The meetings of this club are held in the magnificent Chateau Laurier, one of the finest hotels to be found anywhere. There was a large gathering of members and guests, the company numbering about 250. On the question of attendance our members can learn a good deal from Ottawa. I found that for six months the average attendance had been 87½ per cent.

It was interesting to note that the chairman's table was on a small platform, raised well above the other tables, so that there was no difficulty in seeing and hearing the speaker.

The title of the address, which was given by a banker, aroused some merriment. It was "How to borrow money," and it turned out that what the successful borrower has to depend upon is character, capacity, and capital. To me, however, the feature of the proceedings that was novel was the singing. There was a conductor and a pianist, and during pauses in the luncheon popular songs were sung with great heartiness. Responding to the conductor's "Now, boys!" the Rotarians fairly let themselves go, Scotch airs like "Annie Laurie" and "Bonnie Mary o' Argyle" being obviously the favourites. "Rotary forever," to the tune of "The Vicar of Bray," was evidently the Club song. One verse is as follows:—

In olden days, when men were slaves,
And loyalty no harm meant,
The rich and strong were never wrong,
But always got preferment.
But times have changed,
And 'tis arranged

That right, not might, shall rule us;
And since we've learned the Golden Rule,
'Tis rather hard to fool us.

Chorus—

So this is the law we will maintain
Until our dying day, sir,
"That he profits most who serves the best";
'Tis right, so we cannot go astray, sir.

The Ottawa Club takes a very active interest in work amongst boys. They run a boys' week-end camp during the summer, which many of the members attend. This, I understand, is meant specially for boys who have appeared in the Juvenile Court. There is a regular roster of members for attendance at this court, which meets once a week, and the ready help of the Rotarians is welcomed by the authorities. Much good work is also done on behalf of fatherless boys and cripple children.

On Tuesday, July 22, I was at Winnipeg. Wednesday is the meeting day of the Winnipeg Club, but on Tuesdays the Board of Directors holds a weekly luncheon at which the affairs of the club are discussed. I was introduced to the Rotary President by the President of the Board of Trade, and was given a very cordial welcome by a gathering of about twenty, to whom I conveyed the greetings of Aberdeen.

Two days later I was the guest of the Edmonton Club at a meeting at which Mr. H. A. Craig, Deputy Minister of Agriculture for the Province of Alberta, gave his impressions of a visit he had recently paid to Japan. The Scotch party to which I belonged was given a most hearty welcome, and, as the only Rotarian in the party, it was my privilege to acknowledge the wonderful hospitality we had met with everywhere throughout Canada, and also to convey the warmest greetings to Edmonton from our own Club. As at Ottawa, music was a feature of the Edmonton meeting. A special club song sheet, mimeographed through the kindness of one of the members, was circulated, and when the conductor gave the signal, the songs rolled forth in fine volume. They included "My Carolina Rose," "When Irish Eyes are smiling," and "Lake Louise, I love you." By the last

hangs a tale. Lake Louise, one of the gems of the Rockies, is a great summer resort on the C.P.R. The conductor called on a small group at a certain table to sing the song by themselves. This they did with good will, amid considerable merriment, and when they sat down they were loudly cheered. The point of the joke is that they were all C.N.R. officials.